



OLIVER L. BAINES III
Councilmember, District Three

October 13, 2014

Jeff Morales
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

Dear Mr. Morales:

Thank you for the great conversation we had last week regarding working closer together with my office and local community stakeholders, including Fresno VOICES on communications especially around job pathways and training opportunities that could better serve residents in underserved communities like mine in Fresno.

While our community truly supports High Speed Rail, we have all pledged to work in collaboration on the specific needs of our community.

I am looking forward to our upcoming meeting later this month.

Please feel free to contact my Chief of Staff Gregory Barfield at (559) 621-7834 or at gregory.barfield@fresno.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Oliver L. Baines, III".

Oliver L. Baines, III
Councilmember, District Three

Upcoming Solicitations
Office of Business and Acquisitions Services

State of California
Department of General Services
Procurement Division

Location	Contract Title/Description	Anticipated Release Date	Point of Contact	Phone Number	Email
Imperial	Total Trihalomethane Reduction Project California Department of Corrections and Rehabilitation	August 28, 2014	Construction Contracts	916-308-5328	Eric.Waddell@dgs.ca.gov
Pasadena	Asphalt Demolition/Removal and Site Grading and Paving Department of Transportation	September 15, 2014	Construction Contracts	916-308-5328	Eric.Waddell@dgs.ca.gov
Arleta	New Wall Addition Department of Transportation	August 27, 2014	Construction Contracts	916-308-5328	Eric.Waddell@dgs.ca.gov
Fremont	Department of Education Diagnostic Center Northern California	August 28, 2014	Construction Contracts	916-308-5328	Eric.Waddell@dgs.ca.gov
Pine Grove Hills	CHP Radio System Replace Towers and Vaults	September 4, 2014	Construction Contracts	916-308-5328	Eric.Waddell@dgs.ca.gov
Fresno	Replace Loading Dock Gate, Fresno State Building (701)	October 15, 2014	Leticia Andrews	916-376-9929	Leticia.Andrews@dgs.ca.gov
San Francisco	Replace Drinking Water Fountains, PUC Building (418)	October 15, 2014	Leticia Andrews	916-376-9929	Leticia.Andrews@dgs.ca.gov
San Jose	Elevator Modernization Study, San Jose Building (470)	October 1, 2014	Wendy Schmidt	916-376-1763	Wendy.Schmidt@dgs.ca.gov
Santa Ana	Elevator Renovation Consultant, Santa Ana State Bldg (520)	October 1, 2014	Wendy Schmidt	916-376-1763	Wendy.Schmidt@dgs.ca.gov
Statewide	Leadership in Energy and Environmental Design (LEED EB: O+M)	October 1, 2014	Wendy Schmidt	916-376-1763	Wendy.Schmidt@dgs.ca.gov
San Francisco	Security Guard Services - Ronald M. George State Office Complex (402)	October 1, 2014	Bobbyie Waters	916-375-4698	Bobbyie.Waters@dgs.ca.gov
San Francisco	Security Guard Services - California Public Utilities Commission Bldg (418)	October 1, 2014	Bobbyie Waters	916-375-4698	Bobbyie.Waters@dgs.ca.gov
Pasadena	Janitorial Services	October 1, 2014	Bobbyie Waters	916-375-4698	Bobbyie.Waters@dgs.ca.gov
Santa Rosa	Fire Life Safety FLS Testing and Service, Judge Joseph Rattigan Bldg (480)	October 1, 2014	Sonya Figueroa	916-376-1922	Sonya.Figueroa@dgs.ca.gov

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**Upcoming Solicitations
Procurement Division**

State of California
Department of General Services
Procurement Division

Location	Contract Title/Description	Anticipated Release Date	Point of Contact	Phone Number	Email
Statewide	Paratransit Buses	October 1, 2014	Tim Smith	(916) 375-4451	timothy.smith@dgs.ca.gov
Statewide	Powdered Milk	November 1, 2014	Jennifer Balluch	(916) 375-4403	jennifer.balluch@dgs.ca.gov
Statewide	Dried Fruit	November 1, 2014	Jennifer Balluch	(916) 375-4403	jennifer.balluch@dgs.ca.gov
Statewide	Bulk Cereal	November 1, 2014	Jennifer Balluch	(916) 375-4403	jennifer.balluch@dgs.ca.gov
Statewide	Margarine	November 1, 2014	Dave Henning	(916) 375-4544	dave.henning@dgs.ca.gov
Statewide	Pizza	November 1, 2014	Dave Henning	(916) 375-4544	dave.henning@dgs.ca.gov
Statewide	Crackers	November 1, 2014	Jennifer Jee	(916) 375-5926	jennifer.jee@dgs.ca.gov
Statewide	Maple Syrup	November 1, 2014	Jennifer Jee	(916) 375-5926	jennifer.jee@dgs.ca.gov
Statewide	Tuna	November 1, 2014	Ashley Lockwood	(916) 375-4575	ashley.lockwood@dgs.ca.gov
Statewide	Frozen Turkey	November 1, 2014	Ashley Lockwood	(916) 375-4575	ashley.lockwood@dgs.ca.gov
Statewide	Shortening & Salad Oil	November 1, 2014	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	Canned Entrees	November 1, 2014	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	Fixed Wing Airplane	January 1, 2015	Eileen Tardiff	(916) 375-4463	eileen.tardiff@dgs.ca.gov
Statewide	Frozen Dietary Entrees	January 1, 2015	Jennifer Jee	(916) 375-5926	jennifer.jee@dgs.ca.gov
Statewide	Pharmaceutical Benefit Manager	February 3, 2015	Mary Anne Selvage	(916) 375-4346	maryanne.selvage@dgs.ca.gov
Statewide	Bulk Sugar	February 1, 2015	Jennifer Balluch	(916) 375-4403	jennifer.balluch@dgs.ca.gov
Statewide	Dehydrated Potatoes	February 1, 2015	Jennifer Balluch	(916) 375-4403	jennifer.balluch@dgs.ca.gov
Statewide	Spices	February 1, 2015	Dave Henning	(916) 375-4544	dave.henning@dgs.ca.gov
Statewide	Pantry Items	February 1, 2015	Dave Henning	(916) 375-4544	dave.henning@dgs.ca.gov
Statewide	Chips & Snacks	February 1, 2015	Ashley Lockwood	(916) 375-4575	ashley.lockwood@dgs.ca.gov
Statewide	Frozen Potato & Onion Product	February 1, 2015	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	Beverage Base	February 1, 2015	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	"Smart" Electric Vehicle Chargers	May 1, 2015	Dion Campos	(916) 375-4478	dion.campos@dgs.ca.gov
Statewide	Roast Beef	May 1, 2015	Dave Henning	(916) 375-4544	dave.henning@dgs.ca.gov

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**Upcoming Solicitations
Procurement Division**

State of California
Department of General Services
Procurement Division

Location	Contract Title/Description	Anticipated Release Date	Point of Contact	Phone Number	Email
Statewide	Pudding Mix	May 1, 2015	Jennifer Jee	(916) 375-5926	jennifer.jee@dgs.ca.gov
Statewide	Pudding, Ready to Serve	May 1, 2015	Jennifer Jee	(916) 375-5926	jennifer.jee@dgs.ca.gov
Statewide	Frozen Fish	May 1, 2015	Ashley Lockwood	(916) 375-4575	ashley.lockwood@dgs.ca.gov
Statewide	Lunchmeat and Cheese	May 1, 2015	Ashley Lockwood	(916) 375-4575	ashley.lockwood@dgs.ca.gov
Statewide	Mayonnaise, Salad Dressing, and Tartar Sauce	May 1, 2015	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	Waffles, Pancakes, and French Toast	May 1, 2015	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	Cereal, Ready to Eat	May 1, 2015	Sarah Husarik	(916) 375-4432	sarah.husarik@dgs.ca.gov
Statewide	Bottled Water	May 1, 2015	Ashley Lockwood	(916) 375-4575	ashley.lockwood@dgs.ca.gov
Statewide	Compressed Specialty Gases for CARB	June 1, 2015	Carol Bangs	(916) 375-4540	carol.bangs@dgs.ca.gov
Statewide	Attenuators	June 1, 2015	Denelle Scott	(916) 375-4492	Denelle.Scott@dgs.ca.gov
Statewide	Posts, Wood Sign	June 1, 2015	Sallianne Salinas	(916) 375-4486	Sallianne.Salinas@dgs.ca.gov

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Figure 1

Central Valley County	Unemployment rate (%)
Merced	12.7
Tulare	12.6
Stanislaus	11.4
Kings	11.5
Kern	10.8
Average	10.4
California Unemployment rate	11.6
Unemployment rate*	7.8

*Employment Development Department
Labor Market Information Division
March 2013 benchmark

Central Valley “VOICE” Coalition Calls for Equity in High-Speed Rail Project

A Central Valley coalition of labor, religious and community-based organizations are mobilizing to ensure that the California High-Speed Rail project doesn't bypass the most economically disadvantaged residents in the region due to a lack of funding for job training, inadequate transparency and cooperation, and little focus on local, deeply impoverished areas.

Voice of Including Community Equitably, (VOICE), which includes Central Valley area churches, the West Fresno Family Resource Center and Service Employees International Union Local 1000, was recently formed to ensure that massive public works projects, including High-Speed Rail, fulfill the promise of good jobs and bright futures in one of the state's most economically depressed regions.

“California High-Speed Rail and other public works projects have been projects built on hope, optimism and a view toward a better California for all,” said Pastor Richard Daniels of Fellowship Missionary Baptist Church. “The members of the disadvantaged community of the Central Valley are relying on us to deliver the benefits to them and their families. We will not see this opportunity squandered.”

VOICE members contend there is a disturbing breakdown in the system to provide training for potential jobs to build High-Speed Rail, which is disenfranchising some of the community's neediest and derailing any chance for economic recovery in the Central Valley.

VOICE's underlying concerns include:

- A \$1.5 million grant from the state Employment Development Department, awarded in 2013 to the Fresno Workforce Investment Board (WIB), the Kern/Inyo/Mono Counties WIB and the Stanislaus County Alliance Worknet. The grant has, thus far, trained less than 50 people—far short of the goal of 325. Community groups report that hundreds of job seekers have sought out orientations for training.
- The California High-Speed Rail Authority agreed to a Community Benefits Agreement in August 2013 which required trade unions to “make every effort” to recruit workers from defined disadvantaged areas for 30 percent of the project work hours. But the defined areas are national, and there is no requirement that any Central Valley residents be hired.
- Organizations with deep roots and connections to the impoverished communities in the Central Valley have largely been shut out of pivotal policy making around job allotment. VOICE has encountered a lack of transparency and cooperation among job training and placement agencies and unions. We've also encountered resistance to any calls for accountability.

VOICE plans to educate the public about the needs of the Valley's most disadvantaged communities and the opportunities that High-Speed Rail will provide them. The group will also work to ensure that job training is directed towards those who will gain economic stability through those opportunities, highlight the ways in which High-Speed Rail promotes environmental justice by reducing the need for more automobile travel, and push for greater transparency and cooperation between job training and placement agencies.

"We are paying the price for a systematic disinvestment in these communities that has crippled their ability to thrive and become places where hard-working people can raise families and imagine a better future for their children," said

Janice Mathurin of the West Fresno Family Resource Center.

"Because the region suffers from an average unemployment rate that exceeds the state rate by almost four points, the Central Valley needs VOICE," said Mathurin.

VOICE also will advocate for increased training funds aimed at Central Valley residents, collaborate with political allies, push for greater accountability from all stakeholders, support those who provide job training applicants with economic opportunity, and develop leaders from within the organization who will help identify qualified job training candidates.

VOICE is planning to attend the next Board meeting of the California High-Speed Rail Authority on October 14 to

begin this important dialogue about equity and accountability for Central Valley residents.

"Now is the time; let's get this first phase of High-Speed Rail right on the front end to set an example and provide an inspiration for future projects," said Mathurin.

Figure 2

California unemployment by race or ethnicity	
Race	Unemployment rate*
White	10.1
Black or African American	17.3
Asian	7.6
Hispanic or Latino ethnicity	12.7

VOICE members:

- Faith in Community
- Feed My Sheep Ministries
- Fellowship Missionary Baptist Church
- Rising Star Missionary Baptist Church
- Saint Rest Baptist Church
- Saints Community Church of God in Christ
- San Joaquin Construction Academy
- SEIU Local 1000
- West Fresno Faith Based Organizations
- West Fresno Family Resource Center
- Westside Church of God

Contacts:

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Pastor Richard Daniels

Fellowship Missionary Baptist Church
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Phone: (559) 441-1661

Janice Mathurin

West Fresno Family Resource Center
Email: jmathurin@wfresnofrc.org
Phone: (559) 264-7185

VOICE

P.O. Box 800-43
Clovis, CA 94712



The Voice of Including Community Equitably

Fulfilling the promise of good jobs and bright
futures in one of California's most economically
depressed regions

1. WHO WE ARE

We are a diverse coalition of stakeholders and leaders from organizations throughout the Central Valley. We are leaders from labor, religious and community-based organizations. The organizations in our coalition are:

- *Faith in Community*
- *Feed My Sheep Ministries*
- *Fellowship Missionary Baptist Church*
- *Rising Star Missionary Baptist Church*
- *Saint Rest Baptist Church*
- *Saints Community Church of God in Christ*
- *San Joaquin Construction Academy*
- *SEIU Local 1000*
- *West Fresno Faith Based Organizations*
- *West Fresno Family Resource Center*
- *Westside Church of God*

We came together several months ago in order to explore how we could play a role to make sure that the hope and promise of High-Speed Rail and other public infrastructure work was realized for the betterment of all communities in the Central Valley.

We have taken our name VOICE (Voice of Including Community Equitably) as a reminder to ourselves and others that the families and communities we represent are often left out of the important dialogue and discussion about the future of their communities. We have committed ourselves to ensuring that their voices will be heard on this important question of public investment leading to good jobs and bright futures.

2. STATEMENT OF CONTEXT AND NEED

Percentage of residents between 18-64 whose income is below the poverty line

Kern	20.3
Kings	18
Fresno	25.3
Stanislaus	18.7
Madera	19.6
Merced	20
Tulare	26.7
Average percentage	21
Average percentage of all U.S. counties	16

Figure 1

The need in our communities is great. The recession of the last few years has hit the communities of the Central Valley very hard and has left us with a growing divide between those with economic opportunity and those without. The numbers tell the story up and down the Highway 99 Corridor.

In 2012, the percentage of people who should be employed—those between the ages of 18 to 64—but were living below the poverty line in the counties of Fresno, Kern, Madera, Merced, Tulare, Stanislaus and Kings averaged 21 percent, compared to 16 percent for all U.S. counties. In Tulare County, nearly 27 percent of people in that working-age category were below the poverty line. In Fresno County, home to California's fifth largest city, one out of four people of working age lived below the poverty line in 2012 (See Figure 1).

Looking at workers' wages, the Highway 99 Corridor is woefully behind the average California worker. On average, Fresno workers took home \$41,440 a year or 15 percent less than the average of all California workers in 2012, according to the U.S. Bureau of Labor Statistics. In the Visalia-Porterville area, the disparity is even greater, where workers made 28 percent less than all California workers.

Unemployment in the region is three points higher than all of California (See Figure 2).

The remedy is clear: The region's rich farmland produces more than 200 different crops, but that same diversity eludes the agriculture-heavy job market. Projects like High-Speed Rail can help build a thriving, diversified economy that could forever lift some of the nation's poorest populations out of perpetual poverty, ***if it's done right.***

We are paying the price for a systematic disinvestment in these communities that has crippled their ability to thrive and become places where hard-working people can raise families and imagine a better future for their children. We believe it is time for a sustained effort at reinvestment in the communities of the Central Valley.

We strongly support the idea that public investment and governmental support for public infrastructure is necessary to lead the economic recovery of the hardest hit areas of the Central Valley. We specifically believe in the California High-Speed Rail and the immediate and present opportunity it represents.

But the mere presence of large scale, public works projects such as High-Speed Rail, school district expansions and other infrastructure work will not necessarily lead to the kind of gains for the most disadvantaged families and communities of our region. The hopes and aspirations of thousands of workers to move out of poverty and into a sustainable middle-class life will only be realized if the projects have a clear focus to that end built into them from the beginning.

Central Valley Unemployment Rate (%)

Madera	10
Merced	13
Tulare	13
Stanislaus	11
Kings	12
Fresno	11
Kern	10
Average Unemployment rate	11
California Unemployment rate	8

Figure 2

3. WHAT WE HAVE LEARNED... THE SYSTEM IS BROKEN

In our first three months together, we have been exploring and learning about how the system of intake, screening, training and job matching is working for the neediest members of our communities.

Our initial conclusion is that the system is broken. We are alarmed, concerned and disturbed. Specifically, we see:

A total mismatch between the size of the investment and the number of disadvantaged workers seeking economic opportunity. Our churches and community organizations have done orientations for hundreds of interested job seekers, many of whom have not been at all successful in moving to the next step. As of July, there have been less than 50 workers trained on a 2013 grant of \$1.5 million from the state Employment Development Department, which was intended to train 325 workers. That means a state grant that was intended to spend about \$4,600 per trainee has spent about \$30,000 per trainee.

A lack of focus on the neediest areas of the Central Valley as a source of disadvantaged workers. The California High-Speed Rail Authority agreed to the Community Benefits Agreement in August 2013, which said trade unions will “make every effort” to recruit workers from defined disadvantaged areas for 30 percent of the work hours. But the defined areas are national and there is no requirement that any Central Valley residents be hired, nor is it mandatory.

A lack of an important role for the organizations and institutions with deep roots and connections to the disadvantaged communities of the Central Valley. Our experience has been that there is a lack of transparency and cooperation amongst the job training and placement agencies and unions and that there has been resistance to our calls for accountability.

4. WHAT NEEDS TO BE DONE

Our work at this point is clear and we will undertake it with clarity about our values and purpose.

We believe that:

There must be a constant and unrelenting public focus on the needs of our most disadvantaged communities and the opportunities that High-Speed Rail and public works investment provide them. This focus must be reflected in ambitious goals and targets for job training and placement, which meet the needs of our most disadvantaged communities. These goals must be supported with adequate funding to get the job done.

There must be a way to ensure that the job training and placement opportunities are actually directed where they are most needed. It seems so obvious that training dollars ought to be directed at those workers most in need of the training and those communities that would benefit the most from the influx of training dollars leading to opportunity.

There must be more transparency and a robust dialogue between the job training and placement agencies and the leaders and organizations from communities in need. In order for us to overcome the barriers necessary to move large numbers of people out of poverty and into opportunity, we must work together to design a seamless and well-coordinated system of intake, screening, training and placement

The High-Speed Rail authority should look to the historical precedents of major federal infrastructure projects in California for models in implementing effective local first source training and hiring programs. During the building of the 105 Freeway project in Los Angeles, environmental and civil rights lawsuits successfully forced Caltrans to implement effective, local, first source training and hiring programs to address the environmental and civil rights concerns of the disadvantaged local communities impacted by the freeway.

Achieving these goals will not be easy, but the end product is one that benefits us all: more hope and real opportunity for the Central Valley's most disadvantaged communities and residents.

5. HOW WE WILL GO ABOUT DOING OUR WORK

To achieve our goals, we will form VOICE, as a strong coalition capable of keeping the public focused on these goals, bringing stakeholders together and organizing the public and political will to succeed.

Do the internal work inside of our congregations and organizations to identify and develop leaders and processes to identify willing and qualified job training applicants.

Work with any leaders, agencies, unions or other groups who want to help those job-training applicants realize their goals of economic opportunity.

Organize a public accountability and compliance process to ensure that all responsible leaders, agencies, unions and groups are effectively doing their part to meet the great need in our communities.

Organize our political friends and allies to understand the importance of the work we are doing and provide them opportunities to join us.

Advocate for increased dollars and funding to flow toward the goals of creating pathways to economic opportunity for members of the most disadvantaged communities of the Central Valley.

6. CONCLUSION

In conclusion, the California High-Speed Rail and other public works projects have been projects built on hope, optimism and a view toward a better California for all. The members of the disadvantaged communities of the Central Valley are relying on us to deliver the benefits to them and their families.

Now is the time; let's get this first phase of High-Speed Rail right on the front end to set an example and provide an inspiration for future projects.

We will not see this opportunity squandered.

Contacts:

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VOICE

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October 14, 2014

CITIZENS FOR CALIFORNIA HIGH SPEED RAIL ACCOUNTABILITY
Post Office Box 881, Hanford, California 93232
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559-469-6685
cchsra.org Website
@CCHSRA Twitter

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

770 L-Street, Suite-880
Sacramento, California 95814
Attention: Board Members

Regarding: CCHSRA PUBLIC COMMENT FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY BOARD MEETING 10-14-2014

On September 28th, John Cox from the Bakersfield Californian reported that your staff has known since 2013 that your Tehachapi Mountain route will not work. Suppressed Authority documents confirm this.

You will have to start over or abandon the project. The length at steep grade simply exceeds the maximum tolerances allowed by your Technical Design Requirements.

This is a national transportation infrastructure catastrophe like the Bay Bridge that will unfold after you spend the appropriated \$6-Billion dollars pretending to build something in the Central Valley that will not connect to Southern California.

Your Chief Program Manager's sworn court statement reflects the train must make an almost 3,000-foot elevation drop down the mountains and through the entire Central Valley maintaining 220-mph, in order to meet the legally mandated time requirement of less than 2-hours and 40-minutes.

Not a problem for a garbage in, garbage out, computer model but there is no steel wheel, on steel rail trains available that can maintain a 220-mph climb up the Tehachapi's. There is no braking system that would make it safe to go down the Tehachapi's at 220.

Prop-1A requires your Funding Plan certify completed EIR's for the entire operating segment before asking for an appropriation in order to protect the public's investment from problems like this after the fact. Complying with that requirement would have revealed the problem and forced appropriate mitigations in routing that obviously affect EIR's north and south of the mountains.

You failed to tell the Legislature that you knew your plan would not work when you requested the Prop-1A billions but they would not have appropriated the money for you if you had. We believe the Supreme Court will see this.

Why was the contract for the consultant that prepared these suppressed documents not renewed?

Were they canned for not pretending for you?

Why did your staff delay releasing these documents for months after they were requested?

This looks like a cover-up, smells like a cover-up and is a cover-up. Will the state Attorney General investigate this cover up?

Does Governor Brown realize that you have known at the latest 2013 that his legacy project will not work and will make him an international fool?

CCHSRA PUBLIC COMMENT FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY BOARD MEETING 10-14-2014

October 14, 2014

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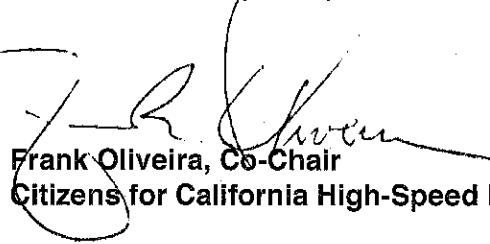
Billions of ARRA dollars are being used on this pretend project. Will the US Attorney General investigate this cover-up?

Have you told the US Department of Transportation about this?

What will Congress say?

We challenge you here today: point us to the braking system that will slow your pretend train down as it falls off the mountains at 220.

We demand a full public presentation on all of these issues at your next Board meeting.



Frank Oliveira, Co-Chair
Citizens for California High-Speed Rail Accountability

Attachments: None

Pc: Pending

Open letter to CHSRA Oct 14th 2014

"Blended Rail" violates the premise of Prop 1A (2008), that High Speed Rail would be "...Safe, Reliable..."

We fence 65 mph freeways against intrusion and cross-traffic. Caltrain runs 79 mph past station platforms and dozens of cross streets. You talk of boosting that speed to 125 mph. It's a recipe for disaster - far worse than Amtrak's Bourbonnais grade crossing collision (also on 79 mph track) that derailed two locomotives, scattered 11 of 14 train cars trackside, killed 11 passengers, and injured 128. (Fortunately the truck was hauling steel, not gasoline.)

To meet the "...Safe, Reliable..." premise of Prop 1A, High Speed Rail needs a secure track, fenced and grade separated. Initial HSR to the Bay Area should end at San Jose, with a nearly seamless transfer to Caltrain, Capitol Corridor, VTA light rail, and the planned SV-BART.

Extend it later along an up-graded UP/Amtrak Mulford route to Oakland and on to Sacramento. A new transfer station at the BART overhead in Oakland would be 6 minutes from downtown San Francisco's Embarcadero station with at least 16 trains per hour.

Squander no more HSR funds on Caltrain electrification and extension. High Speed trains on its tracks would be vulnerable to devastating mishap.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division
Engineering/Operations

